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INFLUENCE OF THE ERIE CANAL  
UPON THE POPULATION ALONG ITS COURSE

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THE INFLUENCE OF THE ERIE CANAL UPON THE POPULATION  
ALONG ITS COURSE

by

JULIUS WINDEN

A Thesis Submitted for the Degree of  
BACHELOR OF PHILOSOPHY IN PEDAGOGY  
In the Philosophical Course

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## Historical Introduction.

Ease of communication has taken a large part in determining the civilization and settlement of the world. Dr. Carl Zehden in his "Commercial Geography of the World" has said, "The whole question of the development of human civilization is involved in the question of the development of the means of communication." (1) This has been especially true of the United States, with its large extent of territory and its great mountains. The early settlement of our country was massed along the sea coast and drifted westward only where a break appeared in the mountains and streams furnished means of travel.

Quite early in our history, improvement upon the natural means of communication by water was thought of, and New York was one of the first to make this suggestion. As early as 1724 Cadwallader Colden, then surveyor general of the New York Colony suggested a means of improving the water communication of the colony somewhat similar to that now existing in the State. And in 1768 Sir Henry Moore, governor of the colony suggested to the legislature that the obstructions to navigation in the Mohawk river between Schenectady and Ft. Stanwix might be remedied by means of short canals similar to the Languedoc in France. Nothing was done, however, until Christopher Colles reawakened the

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1) Zehden, Commercial Geography of the World, 1893, I, 61.



idea in 1784, when he was voted \$125 to remove some obstructions in the Mohawk.(1) In 1785 a pamphlet was presented to the legislature, entitled, "Proposals for a Speedy Settlement of the Waste and Unimproved Lands on the Western Frontier of the State of New York, and for Improvement of the Inland Navigation between Albany and Oswego," printed at New York City by S. Landon, 1785. In 1786 Mr. Jeffry Smith, a member of the assembly from Suffolk County reported a bill, "for improving the navigation of the Mohawk river, Wood Creek and the Onondaga river, with a view of opening an inland navigation to Oswego; and for extending the same, if practicable to Lake Erie." The bill failed but the movement continued. Mr. .Ellanah Watson, while present at the Indian treaty at Ft. Stanwix in 1788, was struck with the apparent ease with which the Mohawk river might be connected with Lake Erie. Mr. Watson made further observations in 1791, and obtained the interest of his friend, Gen. Philip Schuyler, who was a member of the State Senate at that time. Through the influence of Gen. Schuyler a joint committee was appointed, February 15, 1791, to inquire into the means of removing the obstructions to navigation in the Hudson and Mohawk rivers. An act was also passed which provided for a survey of the ground between Lake Oneida and the Mohawk river, and between Lake Champlain and the Hudson river, and also for an estimate of the cost of constructing

1) Gordon, New York Gazetteer, 1838, 69-70.

McMaster, History of the U.S., II, 76.



canals between the indicated points. The effort to make this wholly a state enterprise failed. Two companies, however, were formed in 1792, the Western Inland Navigation Company and the Northern Inland Navigation Company. The Western Company was to make a lock navigation from the Hudson river to Lake Ontario and to Seneca Lake. The Northern Company was to unite the Hudson with Lake Champlain. The stock of the Western Inland Navigation Company was on the market in April, 1792. Gen. Schuyler, as superintendent of the Western Company, pushed the movement along and in 1796, Mr. Weston, an English engineer, was engaged to survey the route by way of the Mohawk, Wood Creek to Lake Oneida and down the Oswego river to Lake Ontario. Mr. Weston pronounced a canal down the Oswego impracticable at any reasonable cost. Some work was done, however, in uniting the Hudson river with Lake Oneida. A canal one mile in length with 5 locks was constructed around Little Falls on the Mohawk; a second over German Flats with 2 locks; a third one mile in length with 2 locks and a feeder a mile long, was constructed uniting the Mohawk river with Wood Creek.(1) This work was completed in 1802 and allowed flat boats of 15 tons burden to pass from the Mohawk river to Lake Oneida. The work cost nearly \$450,000, about 4 times the amount estimated, and the State as stock holder in the Company bore \$92,000 of the expense. This work

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1) Spafford, Gazetteer of New York, 1824, I, 594.





proved unprofitable on account of the many difficulties still existing in the navigation of the route. The company became discouraged and carried on no further operations.

It is interesting to note that while this movement to connect western waters with the Atlantic was being pressed forward in New York a similar movement was being promulgated in Virginia. The leading men of Virginia, Washington and Jefferson, were, at this time, advocating canals in that State to unite western and eastern waters. The importance placed upon the realization of the union of western waters and the Atlantic by means of Virginia rivers is shown in the correspondence of these men. \*

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 \* In a letter to Washington dated August 14, 1787, in which Jefferson asked information about the western country, he considered the union of Lake Erie and the Ohio river by means of the Cuyahoga and the Big Beaver as a very important work.(1) In a letter to Washington dated May 2, 1788, Jefferson wrote, ("I have ever considered the opening of a canal between those two water courses as the most important work in that line which the State of Virginia could undertake. It will infallibly turn through the Potomac all the commerce of Lake Erie and the country west of that, except what may pass down the Mississippi, and it is important that it be soon done, lest that commerce shall in the meantime get established in another channel."(2)) Other letters of like character were written.

In a letter to Gov. Harrison of Virginia, October 10, 1784, Washington says: "The western settlers(I speak now from my own observation) stand as it were upon a pivot. The touch of a feather would turn them any way. They have looked down the Mississippi, until the Spaniards, very impolitically I think for themselves, threw difficulties in their way; and they looked that way for no other reason, than because they could glide gently down the stream; without considering, perhaps, the difficulties of the voyage back again, and the time necessary to perform it in; and

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 1) Jefferson's Writings, II, 250.

2) " " II, 370.



because they have no other means of coming to us but by long land transportations and unimproved roads. (But smooth the road, and make easy the way for them, and then see what an influx of articles will be poured upon us; how amazingly our exports will be increased by them, and how amply we shall be compensated for any trouble and expense we may encounter to affect it."

"A combination of circumstances makes the present conjuncture more favorable for Virginia, than for any other State in the Union, to fix these matters."(1)

In a letter dated August 31, 1788, in reply to a letter from Jefferson describing the Languedoc canal in France, Washington stated, "When America will be able to embark in projects of such pecuniary extent, I know not; but it will be a good example, and not without its use, if we can carry our present undertakings happily into effect, of this we have now the fairest prospect. Notwithstanding the real scarcity of money, and the difficulty of collecting it, the laborers employed by the Potomac Company have made very great progress in removing the obstructions at the Shenandoah, Seneca, and Great Falls: in so much that, if this summer had not proved unusually rainy, and if we could have had a favorable autumn, the navigation might have been sufficiently opened (though not completed) for boats to have passed from Ft. Cumberland to within 9 miles of a shipping port, by the first of January next. There remains now no doubt of the practicability of the plan, or that upon the ulterior operations being performed, this will become the great avenue into the western country; a country which is now settling in an extraordinary rapid manner, under uncommonly favorable circumstances, and which promises to afford a capacious asylum for the poor and persecuted of the earth."(2) Other letters upon the subject were also written.

Although Virginia showed considerable energy in attempting to unite western waters with the Atlantic, she accomplished nothing. This may be due to the various causes of the greater natural difficulties she had to overcome than New York and the nature of the people and state.

1) Washington's Writings, (Ford), X, 408.

2) Washington's Writings, II, 317.



The failure of the general government to act favorably upon Gallatin's report in 1808 did not discourage the friends of internal improvements in New York. \* Mr. Thomas Eddy, treasurer and director of the Western Internal Navigation Company, being at Albany in March, 1810, solicited the aid of Jonas Platt, a member of the State Senate, to gain the assistance of the legislature to extend a canal from the Mohawk to Lake Erie. The promise of the aid of other members of the legislature was also obtained. Mr. Platt now offered a resolution in the Senate to appoint Governor Morris, Stephen Van Rensselaer, De Witt Clinton, Simeon De Witt, Wm. North, Thos. Eddy, and Peter B. Porter commissioners for exploring the whole route, examining the present conditions of the Western Navigation Company, and considering what further improvement ought to be made, with authority to procure the necessary surveys, and requiring them to report to the next legislature a full view of the subject with their estimates and opinions. The Senate adopted the resolution

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 \* (Speech of Peter B. Porter of New York on internal improvements in House, February, 1810:)

"One great object of the system I am about to propose is to unlock these internal resources-- to enable the citizens of one part of the United States, to exchange his products for those of another, and to open a great internal commerce, which is acknowledged by all who profess any skill in the science of political economy to be much more profitable and advantageous, than the most favored external commerce which we could enjoy." ("There are now thousands, and, I may say, millions of dollars, in the Northern States, ready to be invested in lands on the Lakes, the moment a value shall be



March 13, 1810, and the House concurred March 15.

The commissioners employed Mr. Geddes (1) as surveyor and they also went over the ground themselves. Mr. Morris presented a report favoring a route about as that finally adopted, and the estimated expense was 5 million dollars. He also suggested that the enterprise be offered to the General Government. An act was passed March 14, 1812, continuing the commissioners and adding Robert R. Livingston and Robert Fulton to their number. They were authorized to apply to Congress and the legislatures of the several states for aid and to appoint engineers. Fifteen thousand dollars was appropriated to the service. This act was followed by another in June authorizing the commissioners to borrow 5 million dollars in Europe on the credit of the State. On account of the war with England the act authorizing a loan in Europe was repealed in 1814. Due to the war canal agitation ceased until the fall of 1815 when a meeting

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 stamped on them, by the certainty that they will be speedily opened to navigation of the Atlantic. Let the United States and the State of New York undertake a canal from the Hudson to the Lakes; and, so far from draining your Treasury by the operation, it will give you in 5 years, I pledge my reputation on it, an over flowing Treasury. There can be no mistake about this business, sir; it is a matter of plain calculation." (1)

1) Annals of Congress, 11th Congress, II, 1837.)

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 1) Laws of the State of New York in Relation to the Erie and Champlain Canals together with Annual Reports of Commissioners, etc. Albany, 1825, I, 11.





was held at New York City. This meeting was addressed by Judge Platt, Mr. Clinton and other prominent men interested in the canal movement. The interest spread in the state, meetings were held in many counties and petitions signed by many thousand citizens were sent to the legislature. As a result, the legislature passed an act April 17, 1816, appointing commissioners to re-examine routes; apply again to the general government and state and territories likely to be benefited by the proposed canals; apply to proprietors of land near which the canals would pass, for donations; ascertain on what terms loans might be obtained; estimate costs, and report to the next legislature. (1) This was done and on April 15, 1817, an act was passed, by a very small majority in each house, "Concerning navigable communications between the great western and northern lakes and the Atlantic Ocean." The former commissioners were continued and they were authorized to begin the work by opening a waterway by "canals and locks between the Mohawk and Seneca rivers and between the Hudson and Lake Champlain, and also, to purchase the rights of the Western Inland Navigation Company, to raise \$250,000 by taxing the lands within 25 miles of the routes, to establish a canal fund, to borrow money on the credit of the state at a rate of interest not to exceed 6% per annum and to exceed in any one year a sum which together with the net income of the fund,

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1) Tanner, Canals and Railroads in the U.S., 1840, 50.



should amount to over \$400,000, other resources were also provided and the power to borrow was enlarged as occasion required.

Considerable aid was also expected from without the state. January 27, 1817, the General Assembly of the State of Ohio passed a resolution, "That this state will aid as far as its resources will justify, in making the contemplated canal from Lake Erie to the Hudson." (1) New York also expected a large part of the bonus of the United States Bank which would be expended upon the canal. The veto of the Bonus Bill, March 3, 1817, by President Madison, however, did not discourage the State in its contemplated work.\*

The whole line of the canal was divided into three sections; the eastern section extending from the Hudson to Utica, the Middle from Utica to the Seneca river and the western from Seneca river to Lake Erie. (2) The first contract was made June 27, 1817, and on July 4 of this year the first ground was broken on the middle section at Rome. (3) And this section was rendered navigable about October 15, 1819. Work on the eastern and western sections was conducted simultaneously. In 1819 forty three miles of the western section, chiefly east of the Genesee river was put

1) Official Reports of Canal Commissioners of State of N.Y., 1817, 64.

2) Tanner, Canals and Railroads in the U.S., 1840, 52.

3) Laws of the State on New York, in relation to the Erie and Champlain Canals, Albany, 1825, I, 197.

\*The failure of New York State in obtaining aid from



under contract and in 1820 and 1821 the entire eastern section was contracted for. In 1821 the part of the western section between the Genesee river and Tonnewanto creek was put under contract. Work prospered, in 1822 about 220 miles of the canal were navigable, October 8, 1823 two hundred eighty miles were completed and in October, 1825, "Clinton's Big Ditch" was completed and the first boat passed from Lake Erie to the Hudson river.(1)

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 1) Gordon, Gazetteer of New York, 1836.  
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the general government in this work determined the future attitude of the State toward Internal Improvement by the General Government.



The aim of this work, as the title indicates, is to determine the exact influence the Erie Canal has had upon the population along its course. The material used has been almost entirely the statistical tables found in the various census reports of the State of New York. The reason for using these tables is obvious, - statistics can not be disputed, mere general statements and estimates can. The canal was begun in 1817 and completed in 1825. The statistics used are those from 1820 to 1840 inclusive, with some additional ones for the year 1845 which could not be obtained at an earlier period. The reasons for taking this period rather than another beginning earlier and extending later are as follows: very little influence would be experienced before the completion of the canal; statistics previous to 1820 are incomplete and unsatisfactory, so much so that they could not be handled with any degree of success; the period ceases with 1840, because the objection would be raised that the railroad built along the course of the canal and completed in 1842 would have a joint influence upon the population. \* The Hudson river, up to the junction with

\* The Utica and Schenectady R.R. was in working order by 1836. The Syracuse and Utica R.R., a continuation of the Utica and Schenectady was in working order by 1840. The Syracuse and Auburn R.R. was completed in 1840. The Auburn and Rochester R. R. was completed in 1841. The Tonawanda R.R. from Rochester to Attica was completed in 1842. The Attica and Buffalo R.R. was completed in 1842. This completed the entire route of the railroad from Albany to Buffalo. (1)

1) Tanner, Canals and Railroads of the U.S., 1840, 78.  
 Poor, History of Railroads and canals of the U.S., 1860. I, 219.





the canal, is included in this work for the reason that, as soon as the Erie Canal was completed, this river became an inseparable part of the great waterway from the Great Lakes to the Atlantic and whatever influence the Erie canal exerted upon the population along its course, a like influence, with some limitations which will appear later, was exerted by the Hudson upon the population along its banks.

The entire waterway and the neighboring country under consideration has been divided into three sections. The Hudson river section, which will be referred to as section A, consists of the counties of Columbia, Delaware, Dutchess, Greene, Orange, Putnam, Rensselaer, Rockland, Sullivan, Ulster, and Westchester. The Mohawk river, or eastern section of the canal, which will be referred to as Section B, consists of the counties of Albany, Fulton, Herkimer, Montgomery, Oneida, Oswego, Otsego, Saratoga, Schenectady, Schoharie, and Washington. The western region of the canal consisting of the entire western part of the state, will be referred to as section C. It consists of the counties of Allegany, Broome, Cattaraugus, Cayuga, Chautauque, Chenango, Cortland, Erie, Genesee, Livingston, Madison, Monroe, Niagara, Onondaga, Ontario, Orleans, Seneca, Steuben, Tioga, Tompkins, Wayne, and Yates. (See Map).

This triple division may appear very arbitrary, but it has been made to a certain extent in compliance with natural conditions. Section A, by the time of the period



in which it is under consideration, was an old and well settled region whose population, along the banks of the Hudson, should have acquired permanent and steady characteristics. Any increased activity, then, during the period it is under consideration may be partially attributed to the influence of the Erie canal together with the Champlain canal. Section B may also be considered a region which had felt the influence of a waterway previous to the time in which it is under consideration. The Mohawk, along whose banks the Erie canal lies, had been made navigable and united with Lake Oneida in 1802. As previously mentioned, this waterway had not been very successful, still the neighboring region must have been influenced to some extent by it. Section C, at the beginning of the period in which it is considered, was a new region, having no natural or artificial waterway, and at least all the increased activities the region along the Erie canal may show above those remote from it having equal natural resources, may without doubt be attributed to the influence of the canal.

Each of these sections has undergone a triple division. Townships entirely or almost entirely within about 6 miles of the Erie canal or Hudson river are included in class I. Townships within about 12 miles of the Erie canal, or Hudson river, excluding class I, are included in class II. \* The rest of each section is designated as

\* See Appendix A.



class III. (See Map.) Much difficulty has been encountered in the endeavor to keep the three classes constant in area during the entire period they are under consideration. This difficulty has been caused by the formation of new townships, especially in sections B and C. Many new townships have been formed from parts of several townships. This involved the necessity of placing all of these townships in the same class; thus the 6 and 12 mile limits in the first and second classes have often been exceeded or not reached at all. Another difficulty which often destroys this 6 and 12 mile limit is that in the early part of the period many of the towns were very large and many of these bordering upon the canal or Hudson river extended 10 or 12 miles away from it, thus making it necessary to place the entire town in the first class. (See Map.)

This triple division has been made because a comparison of one class along the canal or Hudson river with the rest of the section might be objected to on account of great difference in natural conditions. This objection is obviated by dividing the region along the Erie canal and Hudson river into two classes such as I have divided it. (See Maps.)

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 NOTE. New York City and the greater part of the Northern Highlands are omitted.



## Soils of New York State.

Soil and climatic conditions play an important part in civilization. Although the State of New York presents no very striking contrasts, there are differences and in order to determine more nearly the influence of the Erie Canal and the Hudson river upon the population along their course, it is thought necessary to consider the variations in the soil and climate of the State.)1(

The State is divided into 6 agricultural districts, each having characteristics which distinguish it from the others.

### I. Highland District.

The Northern Highland District is a circular section covering most of the northern part of the State. It consists of the counties of Essex, Hamilton, Warren, and all except the northern parts along the St. Lawrence river, of the counties of St. Lawrence, Franklin and Clinton, the northeast corner of Lewis county, the northern part of the counties of Herkimer, Fulton and Saratoga.

The soil has been derived almost entirely from primary rocks. It can not be considered an agricultural region. But a very small part of it is considered here, — the northern part of the counties of Herkimer, Fulton, and Saratoga.

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1) This work is based on E. Emmons, Natural History of New York, Part V, I, 1846.





The Southern Highland District is a small oblong district lying across the Hudson. It consists of parts of the counties of Rockland, Orange, Putnam and Dutchess. The soil is very similar to that of the Northern Highlands.

## II. The Eastern or Taconic District.

The Taconic District lies along the east bank of the Hudson and extends into the neighboring States of Vermont, Massachusetts and Connecticut, and from the Sound to Lake George. It consists of parts of the counties of Columbia, Rensselaer, Washington, Dutchess, Putnam, Orange, Westchester, and Rockland.

This district is quite hilly in the east, but the hills are "susceptible of cultivation to their tops." (1) The following is the usual composition of the soil; silex, 79.75, peroxides of iron, 5.75, of alumina, 4.25, magnesia, .75, organic matter, 6.00, water, 3.50, and a trace of carbonate of lime; but there is less lime than is needful to form the most productive kind of land. Still the region is a very good agricultural region as is shown by the table of products. It is best adapted for growing Indian corn and this it produces of as good quality and large quantity per acre as any other region in the state, except the Atlantic District. The average number of bushels per acre of the three staples in 1845 was, wheat 8 bu., maize 26 bu.,

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1) E. Emmons, Natural History of New York, Part V, I 251.



oats 27 1/3 bu.

Average Bushels per acre 1845.

Counties	Wheat	Maize	Oats
Taconic District	8 bu.	26 bu.	27 1/3 bu.
Westchester	9 bu.	32 bu.	26 bu.
Washington	12 bu.	25 1/2 bu.	23 bu.
Rensselaer	8 bu.	22 1/2 bu.	29 bu.
Dutchess	5 bu.	25 bu.	30 bu.
Columbia	6 bu.	18 1/2 bu.	29 bu.
Orange		32 bu.	28 1/2 bu.

The climate of the district is varied on account of the varied elevations and the extent from north to south. The rainfall varies from 26.94 inches to 53.46 inches per annum. "Cold lands" are quite common, but this evil might be alleviated by drainage. The soils here require draining more frequently than the soils in the western part of the State. The parts of this region too elevated for producing maize are used for producing oats, peas and the lands are used for pastures. Hence this district is a stock raising region.

In regard to former products on this soil, Mr. Emmons says, "although wheat was formerly grown in the early settlement of the country and may have been an important crop upon this higher shelf land still experience proves that it is not a durable crop; that it is more liable to shrink;



and that now only spring wheat is attempted to be raised upon the lands, after they have been cultivated for a few years. (1)

### III The Mohawk and Hudson District.

The Mohawk and Hudson District is very irregular in shape and consists of parts of the counties of Orange, Ulster, Greene, Albany, Saratoga, Fulton, Herkimer, Oneida, Lewis, Oswego, Jefferson, St. Lawrence, Franklin, Clinton, Washington, Rensselaer, Columbia, Dutchess, and all of Montgomery and Schenectady.

Since it is largely in the river valleys, we find most of the soil alluvial. Its composition is usually as follows: silex 79.50, peroxide of iron and alumina 8.40, carbonate of lime 10.9, magnesia 0.40, organic matter 4.75, and water 4.50. The district contains a formation of clay and sand which makes a very stable soil; much more so than the Southern District and even more than the Taconic District. A letter of July 3, 1845 to E. Emmons from B.P. Johnson of Rome contained a sample of soil and a statement of the condition of the soil just above the Mohawk flats. Mr. Johnson said that the land was "very productive, usually, and especially favorable for corn."

"Formerly wheat was extensively cultivated here, but of late years, not to any very great extent, though excellent crops are still grown, when the seasons are favorable

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1, Emmons, Natural History of New York, Part V, I, 358.









Montgomery	20 bu.	21 bu.
Ulster		25 bu.
Clinton		27 bu.
Rockland	9 bu.	

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The fact that the Taconic District and the Mohawk and Hudson valley were once great wheat producing districts and were not at this writing is quite significant. At this writing the Western District produced most of the marketable wheat, but today New York's production of wheat for sale is very insignificant. Fifteen or twenty years ago southern Wisconsin was a great wheat producing region, but today it cannot be grown in any great quantity per acre nor with any profit; while the Dakotas are now the great wheat producing centres. This has led to the thought that the Taconic District and the Mohawk and Hudson valley were not great wheat producing regions in 1845, not so much, because the soil was not originally adapted for producing wheat, but because these lands became run out and not very productive of this crop on account of constant cropping just as western New York and Wisconsin have become unprofitable regions for growing wheat today.

#### IV The Western District.

The Western District is the northern half of the western part of the state. It consists of the counties of Madison, Onondaga, Cayuga, Seneca, Wayne, Ontario,



Monroe, Livingston, Orleans, Senessee, Niagara, Erie, Wyoming, and parts of Oswego and Oneida.

This is the wheat district of the State. Although the amount per acre may be greater in some other localities than in this district, still no country is more favorable for wheat growing, as to climate and soil. Mr. Emmons says, "The truth is, what is produced may be regarded rather as the spontaneous growth of the fields, than one which is produced by high cultivation." (1) This region is also remarkable for the durability of its lands. This ability to stand cropping is not due so much to vegetable matter in the soil as to the inorganic nature of the soil itself. It consists largely of lime, shales and marl, but the elements which add most largely to the durability and productiveness of this soil are the shales, especially those of the Onondaga salt group; the gray and red marl of the Medina sandstone and the shales and slates of the Ontario division exert a very beneficial influence in regard to its wheat productiveness. The soil has usually the following composition: silex 3.30, carbonate of lime 13.76, alumina 5.33, a trace of protoxide of iron, magnesia 4.26, carbonic acid 20.62, organic matter 2.54, and water 0.23. (2) It is noticeable that carbonate of lime forms a very large part of the soil in comparison with the Taconic and Mohawk and Hudson valley Districts. The rainfall in the region ranges

1) Emmons, Natural History of New York, Part V, I, 270.

2) These components of the soil are taken at random from various tables given. Various localities differ considerably



from 23.15 inches to 37.55 inches per annum. In 1845 the average number of bushels per acre of the 3 staples was, wheat 15 1/2 bu., maize 26 bu., oats 29 bu.

Average Bushels per acre 1845.

Counties	Wheat	Maize	Oats
Western Dis- trict	15 1/2 bu.	26 bu.	29 bu.
Cayuga	16 bu.	24 bu.	30 1/2 bu.
Erie	12 bu.	22 1/2 bu.	23 1/2 bu.
Genesee	16 1/2 bu.	25 bu.	23 bu.
Livingston	16 bu.	25 bu.	30 bu.
Madison	14 bu.	25 bu.	28 bu.
Monroe	19 1/2 bu.	30 bu.	32 bu.
Niagara	18 bu.	29 bu.	29 bu.
Onondage	16 bu.	27 bu.	31 bu.
Ontario		29 bu.	32 bu.
Orleans	18 bu.	30 bu.	29 1/2 bu.
Seneca	15 bu.	25 bu.	35 1/2 bu.
Wayne	14 1/2 bu.		28 bu.
Wyoming	15 bu.		

Many salt springs are found in this District, and as a valuable resource may have a bearing on the population.

V The Southern District.

The Southern District is the greater part of the southern half of the State. It consists of the counties of



Chautauque, Cattaraugus, Alleganey, Steuben, Chemung, Tompkins, Cortland, Tioga, Chenango, Otsego, Schoharie, Delaware, Sullivan, and parts of Ulster, Greene, Cayuga and Albany.

This district is quite hilly and the valleys are narrow. Farming operations are conducted on the slopes of ridges and hills which were originally covered with heavy forests. The soil is deep and the peculiar character of the country fits the region for stock raising and dairying. The wheat region runs into this district in the valleys. The composition of the soil is about as follows: silicates 69.00, peroxide of iron 2.17, alumina 3.67, carbonate of lime 0.75, water and vegetable matter 24.00. The general characteristic of the soil is that it is sandy and deficient in lime and magnesia. The region contains a good deal of pine and hemlock timber mixed with hardwood trees. This is significant as pine and hemlock are usually found on soil which is not of the best for cultivation. The rainfall in the district ranges from 31.93 inches to 39.38 inches per annum. The average number of bushels per acre of the 3 staples in 1845 was: wheat 12 bu., maize 23 bu., oats 25 bu.

Average Bushels per acre 1845.

Counties	Wheat	Maize	Oats
Southern District	12 bu.	23 bu.	25 bu.
Allegany	11 1/2 bu.	21 bu.	22 1/2 bu.
Broome	11 1/2 bu.	26 bu.	24 bu.





Chautauque		25 bu.	
Chemung	12 bu.	27 bu.	26 bu.
Chenango	13 bu.	27 bu.	28 bu.
Cortland	12 bu.	24 bu.	26 1/2 bu.
Delaware		23 bu.	22 1/2 bu.
Otsego	13 bu.	20 bu.	22 bu.
Steuben		21 bu.	26 bu.
Sullivan	10 bu.	15 bu.	25 bu.
Tioga		27 bu.	26 bu.
Yates	14 bu.	22 bu.	28 bu.
Cattaraugus	12 bu.		21 bu.
Tompkins			26 bu.

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#### VI The Atlantic District.

The Atlantic District consists of Long Island. it is composed largely of drift and marine sands. Since it does not have any bearing upon this work it will not be discussed.

#### Average Bushels per acre 1845.

Counties	Wheat	Maize	Oats
Atlantic District	14 bu.	32 1/3 bu.	29 1/4 bu.
Kings	19 bu.	38 1/2 bu.	36 bu.
Queens	12 bu.	25 bu.	27 bu.
Suffolk	12 bu.	34 bu.	27 bu.
Richmond			27 bu.



### Summary.

The Highland District is a non-agricultural district.

The Taconic District is an agricultural region which is rather hilly and much below the Western District in productiveness. It resembles very much the Southern District. It is best adapted for growing maize, but in the east the elevation is too great for this crop. It is essentially a grazing region, best adapted for raising stock and producing butter, cheese, etc.

The Mohawk and Hudson District consists largely of alluvial soils. It is quite level, a good agricultural region, somewhat similar to the Western District but not nearly so productive.

The Western District is a fine agricultural region whose soils consist largely of lime, marl and shales. It is an excellent wheat producing region and for general agriculture cannot be excelled.

The Southern District is somewhat hilly. The soil is sandy and deficient in lime. It resembles somewhat the Taconic District and is best adapted for stock raising and the production of butter, cheese, etc. \*

\* It must be remembered that this statement of the agricultural resources of New York State is not meant to be thorough. It aims to give a general idea of quite distinct and well marked regions. Localities differ greatly and have varied conditions; some of which are beneficial and some detrimental. No attempt has been made to consider these.



These facts, as to the natural condition of the soils in New York State, have a bearing upon the population, as will appear in the following lines.

Section A has within its limits parts of the Taconic District, Mohawk and Hudson District, Southern District and all of the Southern Highland District. Classes I and II include a part of the Taconic District, Mohawk and Hudson District and the Southern Highland District. A glance at the geological map is sufficient to show that neither is favored more than the other by soil and climatic conditions and no objections upon this point can be raised to a comparison of these two classes. With Class III, however it is different. This class includes a part of all the districts mentioned. The hilly and sandy Southern District constitutes a large part of this class and some allowance for more limited natural resources must be made to class III when it is compared with classes I and II.

Section B has within its limits a part of the Mohawk and Hudson District, the Western District, the Southern District and the Northern Highland District. Classes I and II lie within the Mohawk and Hudson District and the Western District; and since neither is so situated as to claim greater agricultural advantages over the other, no objection on this point can be made to a comparison between the two classes. On the other hand, class III contains



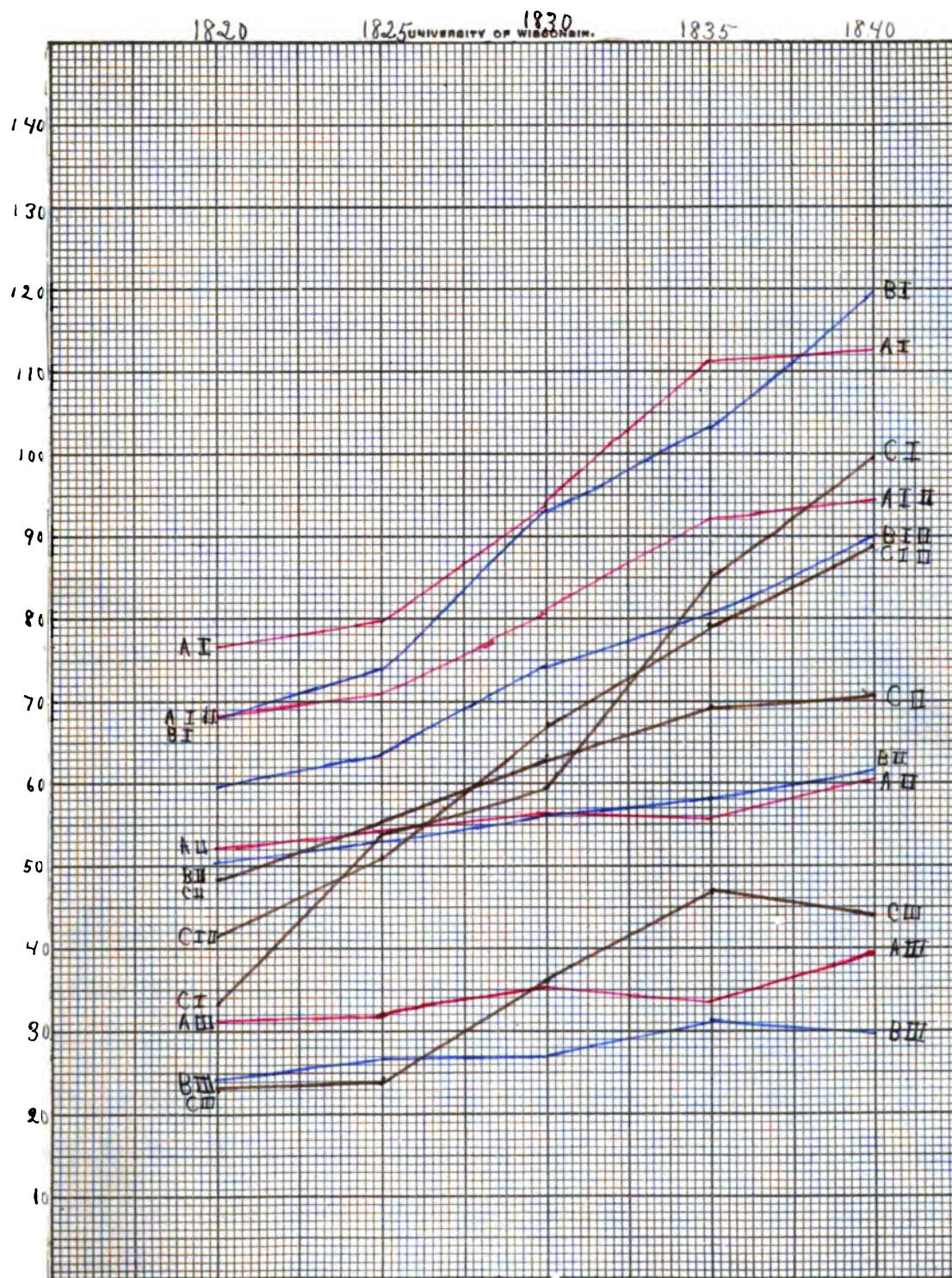
a part of all the districts in this section; and the small part of the Northern Highland and the Southern Highland District which it contains will demand some allowance to be made it in the comparison with classes I and II.

Section C has within its limits almost all of the Western District and most of the Southern District. Classes I and II lie entirely within the Western District and no objections on account of soil and climate can be made to a comparison of these two classes. But class III contains a part of the Western District and most of the Southern District, and on account of the more restricted natural resources in the Southern District allowance must be made to class III in comparing it with classes I and II.





Diagram of the increase of population.



COLLEGE OF MECHANICS AND ENGINEERING.

Section-A —  
 Section-B —  
 Section-C —

THE  
FEDERAL  
BUREAU OF  
INVESTIGATION  
OF THE  
DEPARTMENT OF JUSTICE  
WASHINGTON, D. C. 20535

## POPULATION.

The materials used are the state and United States census reports of the state of New York. The population per square mile is compared from period to period rather than the percent of increase, because the percent of increase would appear much greater in a thinly settled section like Western New York, than in the populous eastern part of the state, when the total increase might not be as great.

In Class I of Section A in 1820 the population per square mile was 76.7, in 1825 it was 79.9, an increase of only 3.2. We now notice a sudden leap in the increase and in the next five years it advanced from 79.9 to 93.9, an increase of 14. From 1830 to 1835 it increased 17.3, but during the next five years there was a falling off, the increase being only 1.1.

It seems quite apparent that the great increase of population per square mile in the decade from 1825 to 1835 along the banks of the Hudson was due to the Erie Canal. It immediately followed the completion of the canal in 1825. It could not be due to the Champlain Canal because the Champlain Canal was completed in 1819 and the increase caused by this waterway would naturally appear from 1820 to 1825, — a period of small increase of population per square mile.

In Class I of Section B the population per square mile in 1820 was 68, in 1825 it was 74, an increase of 6,



After the completion of the canal, there was a sudden and continuous increase of the population. From 1825 to 1830 the increase was 19.1; the next five years, the increase was 10.3 and the five years ending with 1840 the increase was 16.2.

The Oswego canal was begun in 1826 and completed in 1828.(1) It drew all the trade of the country around Lake Ontario, except that which passed down the St. Lawrence. This canal must have had some bearing upon the increase during the period from 1825 to 1830. Another work which had considerable influence upon Section B during the period from 1835 to 1840 is the Welland canal around Niagara Falls(2). It was opened in 1833 and tended to turn trade from the western part of the Erie canal through itself, Lake Ontario, and the Oswego canal into the eastern part of the Erie canal(3)

In Class I of section B in 1820 the population per square mile was 33.1; and in 1825 it was 54, an increase of 20.9. During the next five years, there was an increase of only 5.7, but the five years ending in 1835, it had increased 25.8 and in the next five years the increase was 14.3. The great increase from 1820 to 1825 instead of the five years following may be accounted for in part by the fact that the eastern part of the canal in section C, as far west as the Seneca River together with a part of the western end

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1) Tanner, Canals and R.R. of the United States, 1840, 54.

2) Century Cyclopedia of Names.

3) No. 85, In Assembly, Feb. 18, 1845, Remonstrance of the Inhabitants of Oswego.



in Section B was completed for navigation in 1819. The expectation of reaping benefits from the Erie canal when completed and from the labourers at work upon it would also tend to increase the population here.

Class II of Section A shows a comparatively small increase in population. From 1820 to 1825 the increase was only 1.5; during the next five years there was an increase of 2.2 and from 1830 to 1835 the population decreased .5; from 1835 to 1840 it increased 4.4. There was an increase of only 7.6 during the 20 years under consideration. Class II of Section B also increased very little. From 1820 to 1825 the increase was only 2.3; during the next five years, it was 3.2; from 1830 to 1835, it was 2.1; from 1835 to 1840, it was 3.3. In Class II of Section C, from 1820 to 1825, the increase was 6; from 1825 to 1830, it was 9.2; from 1830 to 1835, it was 6.3; and from 1835 to 1840 it was 1.2. Class II of Section C shows a greater increase than Class II of either Sections A. or B. This is probably due to the fact that Sections A and B were old, well-settled sections which had early felt the influence of a waterway, while Section C was a comparatively new region having, previous to the building of the canal, felt no influence from any navigable waterway.

Class III of Section A increased very little in population during the entire period of 20 years. From 1820 to 1825, it increased .6; from 1825 to 1830, it increased 3.4;





the next five years it decreased 1.6; from 1835 to 1840 it increased 6.1. This small increase in part was probably due to the conditions of the soil. (See Soils). Class III of Section B shows a very slight increase. From 1820 to 1825 it increased 2.4; from 1825 to 1830, it was stationary; from 1830 to 1835, it increased 4.7; and from 1835 to 1840, it decreased 2. This nearly stationary population was probably due in part to the conditions of the soil. (See Soils) Class III of section C shows a considerable increase. From 1820 to 1825, it increased 1.6; in the next five years, as soon as the Erie canal was completed, it increased 11.1; from 1830 to 1835 it increased 11; and from 1835 to 1840 it decreased 2.6. \* The condition of the soil does not appear to have retarded the growth of population very much.

Classes I and II need no discussion as they show the result of the union of the two components. In comparing the various classes in each section with each other, in Section A we see that the greatest population per square mile was in Class I; the next in order was Class II and the

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 \* It is a striking fact to note that during the period of the panic of 1837, (the five years from 1835 to 1840), Class III of Section C decreased in population, while Class II received a very severe check in growth, but did not decrease, and Class I was apparently unaffected. The Class immediately along the Erie canal in the western part of the state could not have furnished the large number of emigrants to the west; but these figures seem to indicate that the drain was on Class III and especially on the southern part of western New York.



least population per square mile was in Class III. This was true in 1820 before the Erie Canal existed, as well as at the end of the period under consideration. Noting the amount of increase from the completion of the canal in 1825 to 1840, we find that Class I increased 32.4; class II increased only 6.1; and Class III increased 7.9. The great difference between the classes in 1820, before the Erie canal existed as a complete waterway, was due, of course, to the Hudson river.

Section B presented conditions somewhat like those of Section A. The Mohawk river played a similar part in the growth of population per square mile in this section that the Hudson played in Section A. In 1820, we find the greatest population per square mile in Class I and the least in Class III. These same conditions existed in 1840, but were marked. Considering the increase in the population per square mile from the completion of the Erie canal in 1825 to 1840, we find that Class I increased 36.6; Class II increased 8.6; Class III increased only 2.7.

Considering the increase of population per square mile in Section C during the entire period from the completion of the canal in 1825 to 1840, we find in Class I, the increase was 44.8; in Class II, it was 16.7, and in Class III it was 19.5. In this section a different problem is presented to us from that in Sections A and B. In 1820, the greatest population per square mile was in Class II, and



the least in Class III, but at the end of the period in 1840, the greatest population per square mile was in class I and the least in Class II. This section had, by 1840, fallen into the same conditions we found in Sections A and B at both the beginning and end of the period. The great increase in population in Class I above that of the other two classes must be attributed largely to the Erie canal. The increase of the population in Classes II and III must also to a large extent find its cause in the canal. The Erie canal was more than a line of water communication westward, — rivers and lakes cross it and other canals were built during this period running north and south and united with it, so that many parts of western New York, remote from the canal itself were influenced by it directly.\*§

This waterway has not only concentrated the population along its course; but it has tended to produce an urban life. Every city of New York state, worthy of the name of city, in 1840, is found upon this waterway or in close connection with it. Brooklyn, New York City, Poughkeepsie, Hudson City, are all on the Hudson or closely connected with it. Although Brooklyn is not directly on the river, it is practically so, because it is near the mouth of the Hudson. Albany and Troy are on the Hudson but also at the eastern end of the Erie canal and being so situated are in-

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\* See Appendix B.

§ See Map.



fluenced by both the river and the Erie canal and also the Champlain canal. Schenectady and Utica are on the eastern section of the canal. These cities thus far considered owe their existence and growth largely to the natural waterway of the Hudson and Mohawk; nevertheless, it can be shown that the Erie canal stimulated their growth, with perhaps a few exceptions. Syracuse, Auburn, Rochester and Buffalo are on the western section of the Erie canal or closely connected with it. Auburn is the only one which is not directly upon the canal, but it is united with it by a stream, the Owasco river.

New York City had a population of 95,519 in 1814; by 1820 it had increased 28,187 or 29%; during the next five years, in anticipation of the <sup>b</sup>enefits to be derived from the Erie canal it increased 42,380 or 34%, but during the five years ending in 1830 there was a lull in the increase which was 36,503, or 22%; there was a great increase of 67,500 or 33% during the five years ending in 1835. In each of the two following periods, the increase was 42,621, or 16%.

Poughkeepsie remained almost stationary until 1825, during the preceding decade the increase was only 262 or 4%, but during the five years immediately following the completion of the canal the population increased 1287 or 21%; during the five years ending in 1835 the increase was 1307 or 18%,  
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and during the five years ending in 1840 the increase was 1477 or 17%.

The population of Hudson decreased 306 or 6% during the period from 1820 to 1825, but during the period immediately following the completion of the Erie canal it increased 388 or 7% ; during the next five years it decreased 161 or 3%; and during the five years ending in 1840 it increased 441 or 8 %.

Troy, situated on the Hudson near the mouth of the Mohawk had a population of 4841 in 1814; the five years ending in 1820 it increased 423 or 8%; the five years immediately following the completion of the Champlain canal it increased 2595 or 49%, and the five years following the completion of the Erie canal it increased 3697 or 47%; the five years ending in 1835 it increased 5403 or 46%; the five years ending in 1840 it increased 2375 or 13%.

Albany, situated on the Hudson at the eastern end of the Erie canal had a population of 11,680 in 1814; during the next five years it gained 950 or 8%; the five years ending in 1825 it gained 3,341 or 26%; the five years following the completion of the Erie canal it gained 8238 or 51%; the five years ending in 1835 it gained 3900 or 16%; and the next five years it gained 5612 or 19%.

Schenectady shows no very great increase during the period in which the canal was built and that immediately following. This may be due to its close proximity to Albany.



The population in 1820 was 3939; the five years ending in 1825 it increased 125 or 3%; the next five years it increased 200 or 4%; the five years ending in 1835 it increased 2000 or 46%; and the five years ending in 1840 it increased 512 or 8%.

Utica is at the head of the early Mohawk navigation. Jones in his Annals of Oneida County, says: "On the 4th of July, 1817, the Erie canal was commenced and the first ground broken at Rome. About the 15th of October, 1819, the middle section of the canal, extending from Utica to the Seneca River was completed, and on the 23d and 24th of the same month the canal commissioners made the trip from Utica to Rome. A new era commenced now in the history of Utica: new prospects, a new spirit of progress and new resources, were now developed and sprang full of life from the head of this great enterprise of our state. Instead of 'lying low' and longer hugging the muddy banks of the Mohawk, or standing forever upon the corners of Genesee, Whiteboro and Main Streets, Utica obeyed the injunction to come up higher, to 'lengthen her cords' and enlarge her heritage." (1)

In 1816 the population was 2861; during the four years ending in 1820 it increased 111 or 3%; during the period in which the canal was being built it increased 2068 or 68%; during the five years immediately following the completion of the canal it increased 3283 or 65%; during the five years ending

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1) Pomroy Jones, Annals of Oneida County, Rome, 1851, 545.



in 1835 it increased 1860 or 22%; and during the five years ending in 1840 it increased 2599 or 25%.

"Syracuse, one of the magnificent canal creations" (1) together with Salina township, had a population of 1241 in 1814; during the next five years it increased 573 or 46%; during the five years ending in 1825, the period when the canal was in process of construction, it increased 2019 or 111%; during the five years following the completion of the canal it increased 3096 or 80%; during the five years ending in 1835 it increased 864 or 12%, and during the five years ending in 1840 it increased 3230 or 41%.

Although Auburn is not directly on the Erie canal it is connected with it by the Owasco river. Its population in 1825 was 2982; during the period following the construction of the Erie canal it increased 1504 or 50%; during the five years ending in 1835 it increased 822 or 19% and during the five years ending in 1840 it increased 258 or 4%.

Rochester, on the western section of the canal in Monroe County together with Brighton township had a population of 1972 in 1820; during the next five years it increased 2403 or 121%; during the five years immediately following the completion of the Erie canal (excluding Brighton township) it increased 4932 or 112%; during the five years

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1) Gordon, Gazetteer of New York, 1836, 584.



ending in 1835 it increased 5197 or 56%, and during the five years ending in 1840 it increased 5787 or 40%.

Buffalo "was incorporated as a village in 1822 and in 1823 had the courthouse and jail, and upwards of 300 buildings. It had ~~the~~ felt, in advance, the influence of the Erie canal, and much improvement was made in anticipation of that great work." (1) Its population in 1814 was 1060; during the next five years it increased 1035 or 97%; during the five years following the completion of the canal it increased 3527 or 68%; during the five years ending in 1835 it increased 11,047 or 127%; and during the five years ending in 1840 it decreased 1503 or 8%.

With the exception of Schenectady, it is clearly seen that urban life received a great stimulus through the Erie canal and in some cases this increased activity even appeared in anticipation of the benefits to be derived from the completion of this work. Were we to look into the state of population in the villages, we would in all probability find a great increase in village life. \*

#### Summary.

Of the three sections considered, we have found one, Section A, with a certain condition of the population due to the influence of an old waterway, the Hudson river. Population was concentrated along the banks of the river and decreased as the distance from the river increased. The

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1) Gordon, Gazetteer of New York, 1836, 443.

\* See Appendix C.





extension of this waterway into new and broader fields resulted in a very great increase of the concentration of population on the banks of the stream, but had little or no influence on the population at a distance of 6 or more miles from it.

The second region, Section B presented conditions very similar to the one preceding. It was influenced by an old waterway, the Mohawk river, but this waterway was not very serviceable. The population was concentrated along the course of the waterway, but not as markedly as in Section A. An increase in the serviceability of the waterway and an extension into new fields had the effect of concentrating the population along the course of the waterway much greater than in Section A. The region 6 or more miles from the waterway was little affected or none at all.

In the third region, Section C, we found a new region, having no waterway and having less population per square mile where a waterway was to be made than the region a short distance from the future course of the waterway. The effect of the waterway was to increase the population very rapidly along its course and produce a great concentration of population there. In the remote region the population was also greatly increased. We also notice that this concentration of population in Class I along this watercourse tended to mass into cities.



# Per Capita Valuation of Real Estate and Personal Property.

The effect of the Erie canal upon valuation is not as apparent as that upon the population, still an effect is shown. The valuation per capita has been worked out for the years 1820, 1825, 1835, since the valuation by towns is obtainable for these years. The following table shows the valuation per capita during the period under consideration.

Valuation per Capita			
	1820	1825	1835
Section A			
Class I	196.65	233.87	199.33
Class II	209.58	263.81	230.30
Class I II	197.00	241.21	205.80
Class III	172.92	202.46	203.72
Section B			
Class I	165.72	207.42	183.52
Class II	123.09	140.43	126.83
Class I II	147.47	178.84	162.40
Class III	108.39	102.35	104.02
Section C			
Class I	111.87	112.37	180.90
Class II	86.29	116.90	146.68
Class I II	100.91	114.05	169.79
Class III	107.24	138.31	117.93



In Class I of Section A in 1820 the valuation per capita was \$196.65, in 1825 it was \$233.87,(2) an increase of \$37.22. In 1835 the valuation per capita had fallen to \$199.33, a decrease of \$33.54. This does not mean that the total valuation had decreased. Recalling the fact that the population in this class during this decade, just after the completion of the canal, had made the remarkable increase of 31.3 per square mile and that valuation is largely real estate, it could not be expected that the slower moving valuation of property in an old well settled region should keep pace with the rapid increase of population. In Class I of Section B in 1820 the valuation per capita was \$165.72, in 1825 it was \$207.42, an increase of \$41.70. In 1835 the valuation per capita had fallen \$23.90. The population in this class during this decade had increased 29.4 per square mile. We find the same conditions here that we find in Section A. In Class I of Section C we find results much different from those in the two preceding. The valuation per capita in 1820 was \$111.87 and in 1825 it was \$112.37, an increase of \$.50, but it must be remembered that the population increased 20.9 per square mile during this period. In 1835, the valuation per capita was \$180.90, an increase of \$68.53, while the population during this same decade increased 31.5 per square mile. This fact of the increased population makes the increase in the valuation

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2) Valuation of Rensselaer county is omitted because it is not obtainable by townships.



per capita so much the more remarkable.

In Class II Section A the valuation per capita in 1820 was \$209.58 (1) and in 1825 it was \$263.81, (2) an increase of \$54.23. This increase seems remarkable, but it must be remembered that the population increased only 1.5 per square mile during this period. In 1835 the valuation per capita was \$230.20, a decrease of \$33.51. This decrease seems very significant, since the population increased only 1.7 per square mile during the decade. The total valuation also decreased. In Class II of Section B the valuation per capita in 1820 was \$123.19 and in 1825 it was \$140.43, an increase of \$17.34. In 1835 the valuation per capita was \$126.33, a decrease of \$14.10, while the population during this decade increased only 5.3 per square mile. This shows a condition similar to that of the corresponding class in Section A. In Class II of Section B we find a different condition. The valuation per capita in 1820 was \$86.29, and in 1825 it was \$116.90, an increase of \$30.61, while the population during this period increased 6 per square mile. In 1835 the valuation per capita was \$146.68, an increase of \$29.78 while the population during the decade increased 15.5 per square mile. This new region experienced a constant rise in valuation per capita as well as in population.

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1) Township of Ramapo in Rockland County is omitted since the valuation could not be obtained.

2) Rensselaer County is omitted.





In Class III of Section A the valuation per capita in 1820 was \$172.92 and in 1825 it was \$202.46,(1) an increase of \$29.54, while the population increased only .6 per square mile during this period. In 1835 the valuation per capita was \$203.72, an increase of \$1.26, while the population increased 1.8 per square mile. This class was almost stationary during this period. In Class III of Section B the valuation per capita in 1820 was \$108.39, and in 1825 it was \$102.35, a decrease of \$6.04, while the population increased 2.4 per square mile. In 1835 the valuation was \$104.02 per capita, a very slight rise of \$1.67, while the population increased .8 per square mile. This class shows a condition very similar to that of the corresponding class in Section A. In Class III of Section C the valuation per capita in 1820 was \$107.24, and in 1825 it was \$138.31, an increase of \$31.07, while the population increased only 1.6 per square mile. In 1835 the valuation per capita was \$117.93, a decrease of \$20.38, while the population increased 22.1 per square mile.

Comparing the various classes in each section with each other, we find in Section A, the greatest valuation per capita in 1820 in this section was in class II where the valuation was \$209.58. Next in order was Class I with a valuation per capita of \$196.65, while Class III was last with a valuation per capita of \$172.92. During the next

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1) Rensselaer County omitted.



five years, there was a relative increase in the valuation per capita in all three classes, but at the end of the decade just after the completion of the canal the classes stood in the following order as to valuation per capita: Class II, \$230.30; Class III, \$203.72; Class I, \$199.33. The valuation per capita had decreased in Class I, although the total valuation actually increased, but it did not keep pace with the increasing population. In Class II in the decade immediately following the completion of the canal the total valuation actually decreased as well as the valuation per capita. In Class III the total valuation and the valuation per capita were about stationary.

In Section B in 1820 the greatest valuation per capita was in Class I where the valuation was \$165.72, Class II was second with a valuation of \$123.09 and class III was last with a valuation of \$108.39. At the end of the next five years, the three classes remained in the same relative positions, classes I and II having increased in total valuation and valuation per capita, but class III had decreased in valuation per capita and increased in total valuation. During the decade from 1825 to 1835 the valuation per capita decreased in classes I and II. In Class I the total valuation increased but it did not keep pace with the increasing population. In Class II the total valuation decreased. In Class III both total valuation and valuation per capita increased.



In Section C in 1820 the greatest valuation per capita was in Class I where the valuation was \$111.87, Class III was second with a valuation of \$107.24 and Class II was third with a valuation of \$86.29. At the end of the next five years, Class III was first with a valuation of \$138.31 per capita, Class II second with a valuation of \$116.90 and Class I third with a valuation of \$112.37. At the end of the decade immediately following the completion of the canal, Class I was first with a valuation of \$180.90, Class II second with a valuation of \$146.68, and Class III was last with a valuation of \$117.93. This section shows the great influence of the Erie canal. From the year of its completion to the end of the following decade, the valuation per capita advanced from the lowest of the three classes to the highest, and this appears still more remarkable when we consider the increase of population during the same decade. Class II also shows the influence of the canal upon property. The year of the completion of the canal the valuation per capita was less than that of Class III; but at the end of the ten years, it had advanced far beyond it. Class III shows no increase in the valuation corresponding to the increase of the population although there was an increase in the total valuation.

#### Summary.

As before mentioned Section A was an old well settled region during this period and although property had



a tendency to mass along the banks of the Hudson and gradually to diminish as the distance from the river increased, still this increase of the valuation of property advanced much slower than the increase in population.

Section B was an old and well settled region, but it was not as old as Section A. Here valuation massed along the canal but it did not increase as rapidly as the population, still it increased more rapidly in proportion to the increase of population than did Section A.

Section C was a new region where the increase in valuation kept pace with the increasing population and even exceeded it.

A reinvigoration of an old region by increased commercial advantages such as the Erie canal provided for sections A and B results in an increase of property within about six miles of that commercial route, but it has little effect outside of that limit. This increase of property, however, does not keep pace with the increase in population, i.e. property in this case is more stable and unchangeable than population. On the other hand, in a new region never having felt the influence of a commercial route such as the Erie canal, property within about 6 miles of the route increases as rapidly and even more rapidly than the population. This increase of property is not confined within the 6 mile limit, but extends much farther away from the route than it does in





an old well settled region having previously felt the influence of a commercial route. Thus the extension of a waterway into new fields is beneficial to the region along the banks of the old waterway, but affects the territory a distance from the route little or none at all; while a waterway extended into a new region, is of very great benefit to the region immediately along the route and it is also beneficial, but to a less degree, to the remote regions. \* It must be remembered that a waterway is different from a railroad in that material can be shipped at almost any point, while a railroad has certain stations where material can be shipped; thus a waterway's influence is continuous along the line, while the influence of the railroad is at points where there are stations.

In the distribution of real and personal property in 1835 very significant results are shown. In Class I of Section A the real property per capita was \$150.22 and the personal property was \$49.11; in Class II the real property was \$105.96 and the personal \$34.34; in Class III the real property was \$166.49 and the personal was \$37.22. The least real property per capita and the least personal property per capita was in Class II and Class III was second in both. In Class I of Section B the real property was \$133.81 per capita and the personal was \$42.71; in Class II the real property was \$108.92 and the personal \$17.41; in Class III the real property was \$90.68 and the personal \$13.34;



## Valuation per capita 1835.

	Real	Personal
Section A		
Class I	150.22	49.11
Class II	195.96	34.34
Class I II	159.78	46.02
Class III	166.49	37.22
Section B		
Class I	133.81	49.71
Class II	108.92	17.41
Class I II	124.61	37.78
Class III	90.68	13.34
Section C		
Class I	154.50	26.39
Class II	131.19	15.49
Class I II	146.94	22.85
Class III	103.90	14.02

Both real and personal property were greatest in Class I , Class II was second in both, and Class III was third in both. Class I of Section C was first in both real and personal property; Class II was second and Class III was third in both real and personal property. This section shows the same relations that we find in Section B.

## Summary.

The location of the real and personal property in the three sections considered indicates very clearly



that the personal property was massed along the waterway; in Class I and as the distance increased from the waterway the personal property diminished. The reason for this massing of personal property along the waterway is quite evident. Here it was needed to carry on commerce.

### Improved Land.

Considering the improved lands of the three sections we find that it tended to increase independently of the waterway of the Hudson and Erie canal and depended more upon the topography and the condition of the soil. Still where these latter conditions were the same the canal had its influence, in that it furnished an easy and cheap means of transportation to market of all produce raised in the neighboring country.

The following table shows the improvement of land in the three sections during the period from 1820 to 1835 inclusive. See next page.

In Class I of Section A in 1820, 53% of the total land was improved, in 1825, 60%, an increase of 7% and in 1835, 70%, an increase of 10%. In Class I of Section B in 1820, 44% of the total land was improved, in 1825, 52%, an increase of 8%, and in 1835, 53%, an increase of only 1%. The population in this class during the decade ending in 1835 increased very rapidly and the very small increase in the improvement of land seems to indicate that the people were turning their attention to other than agricultural



## Percent of Improved Land.

	1820	1825	1835
Section A			
Class I	53%	60%	70%
Class II	59%	64%	59%
Class I II	55%	61%	66%
Class III	30%	34%	40%
Section B			
Class I	44%	52%	53%
Class II	37%	45%	50%
Class I II	41%	48%	55%
Class III	18%	21%	30%
Section C			
Class I	19%	28%	48%
Class II	25%	35%	53%
Class I II	21%	30%	50%
Class III	15%	23%	22%

pursuits. In Class I of Section C in 1820, 19% of the land was improved, in 1825, 28%, an increase of 9%, and in 1835, 48%, an increase of 20%. In Class II of Section A in 1820, 59% was improved, in 1825, 64%, an increase of 5%, and in 1835, 59%, a decrease of 5%. In Class II of Section B in 1820, 37% was improved, in 1825, 45%, an increase of 8%, and in 1835, 50%, an increase of 11%. In Class II of Section C in 1820 25% was improved, in 1825, 35%, an increase of 10%,





and in 1835, 53%, an increase of 18%. In Class III of Section A in 1820, 30% of the land was improved, in 1825 34%, an increase of 4%, and in 1835, 40%, an increase of 6%. In Class III of Section B in 1820, 18% was improved, in 1825 21%, an increase of 3%, and in 1835, 30%, an increase of 9%. In Class III of Section C in 1820, 15% was improved, in 1825, 23%, an increase of 8%, and in 1835, 22%, a decrease of 1%.

In Section A in 1820, Class II had the greatest percent of improved land, Class I was second and Class III had the least. The fact that Class II had a greater percent of improved land than Class I indicates that the concentration of population in Class I was much greater than the population per square mile taken alone would seem to indicate. This same relative condition existed in 1825; but in 1835 conditions had changed, Class I had the greatest percent of improved land, Class II stood second, and Class III had the least. We find conditions here in the position in which we would naturally expect them to be.

In Section B in 1820 Class I had the greatest percent of improved land, Class II stood second, and Class III had the least, in 1825 the classes were in the same relative position; but in 1835 Class III had the greatest percent of improved land, Class I stood second and Class III had the least. Here also was emphasized the concen-



tration of population in Class I by the relation which this class bore to Class II in regard to improved land in 1835.

In Section C in 1820, Class II had the greatest percent of improved land, Class I stood second and Class III had the least. These relative positions also existed 1825 and 1835. The cause of the relative positions of Classes I and II in regard to improved land is explained by a glance at the condition of the land through which the Erie canal passes. A greater part of it is lowland with many marshes;\* consequently it was unimproved at this early date.

To sum up, it may be stated that there was a slight tendency for the improvement of land to increase concomitantly with the increase in population; but the topography of the country and other elements entered in to such an extent as to nearly destroy this parallel growth. The improvement of land is much more stable and less likely to sudden and great changes than is the population. For this reason we would not expect to find as large a percent of improved land in proportion to the population in Section C as we would find in Section B, nor as large a percent in Section B as in Section A: because Section A is the oldest in settlement, and Section C the youngest. The percent of improved land as a whole in the three sections supports this conclusion. But in comparing the various classes



of each section with each other, however, we do not always find the greater percent of improved land in the region of the most concentrated population. In Section A in 1820 and 1825 a larger percent of land was improved in Class II than in Class I while the population in Class I was much greater than in Class II. In Section B in 1835 Class II had a larger percent of improved land than Class I while the population was nearly twice as great per square mile in the latter than in the former. A somewhat similar condition also existed in Section C. In 1820 and 1825 both the population and the percent of improved land were greater in Class II than in Class I; in 1835 the percent of improved land was still greater in Class II but the population was much less than in Class I. The above conditions indicate that the population and also the wealth increased with such remarkable rapidity in Class I along the entire watercourse independently of the topographical conditions and in spite of natural disadvantages. They also indicate that the concentration of population in Class I was much greater than the population per square mile taken alone would seem to indicate. This is especially true of Class I in Section in 1835.

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\* Note to previous page. Laws of the State of N.Y. in Relation to the Erie and Champlain Canals 1825. Description of the Erie Canal, I, 197 et seq.



## Live Stock.

Turning to the live stock in the three sections, we find that stock raising was not as important ~~as~~ the area of concentrated population as in the sparsely settled region. The number of live stock per 1000 inhabitants is given in the following table in order to indicate to a certain degree the form in which a part of the wealth of the people existed and also to show the extent of live stock raising in the various sections.

### Number of Horses per 1000 Inhabitants.

	1820	1825	1835
<hr/>			
Section A			
Class I	201	208	179
Class II	272	299	314
Class I II	220	232	208
Class III	223	263	275
Section B			
Class I	235	290	223
Class II	262	308	322
Class I II	241	290	260
Class III	172	230	283
Section C			
Class I	164	171	268
Class II	176	218	373
Class I II	169	189	302
Class III	204	329	274





Number of Cattle per 1000 Inhabitants.

	1820	1825	1835
Section A			
Class I	679	701	554
Class II	1051	1043	1079
Class I II	778	791	664
Class III	1031	1270	1299
Section B			
Class I	770	820	654
Class II	941	1106	1234
Class I II	844	942	868
Class III	981	1016	1080
Section C			
Class I	875	818	777
Class II	913	1116	736
Class I II	891	920	764
Class III	1178	1557	1006



Number of Sheep per 1000 Inhabitants.

	1820	1825	1835
Section A			
Class I	1039	1590	990
Class II	1672	2231	2845
Class I II	1208	1765	1378
Class III	1740	3002	3355
Section B			
Class I	1447	1899	1070
Class II	1815	2831	2563
Class I II	1607	2297	1626
Class III	1804	2494	2938
Section C			
Class I	1719	1896	1296
Class II	1923	2758	2178
Class I II	1807	2216	1582
Class III	2213	3638	2667

In Class I of Section A in 1820 as seen in the table, the number of horses per 1000 inhabitants was 201, the number of cattle 679 and the number of sheep 1039; in 1825 the number of horses was 208, of cattle 701, and of sheep 1590; in 1835 the number of horses was 179, of cattle 554, and of sheep 990. There was thus an increase in all live stock during the five years ending in 1825; but during the following decade all live stock decreased very rapidly



and the wealth held in this form was much less than in the preceding period. This indicates that as population increased stockraising became a less important occupation to the people in this class than other industries. The great concentration of population and the growth of cities previously mentioned also supports this conclusion.

In Class I of Section B in 1820 the number of horses per 1000 inhabitants was 235, the number of cattle 770 and the number of sheep 1447; in 1825 the number of horses was 290, of cattle 820, and of sheep 1899; in 1835 the number of horses was 223, of cattle 644, and of sheep 1070. The same conditions appear in this class as were found in Class I of Section A. Stockraising increased in importance during the five years ending in 1825, but during the next decade it fell off and the people must have turned their attention to other things. Here also, as in Class I of Section A the increased concentration of population and the growth of cities supports this conclusion. In Class I of Section C in 1820 the number of horses was 164, of cattle 875 and of sheep 1710; in 1825 the number of horses was 171, of cattle 818 and of sheep 1896; in 1835 the number of horses was 268, of cattle 777 and of sheep 1295. During the five years ending in 1825 there was an increase in the number of horses and sheep but a decrease in the number of cattle. During the decade ending in 1835 there was a decrease in the number of cattle and sheep but an increase in



the number of horses; but, on the whole, stockraising decreased in importance during this decade. This being a new region and the concentration of population and the extent of urban life being less than in Class I of the two sections previously considered, stockraising did not receive so severe a check as in those sections. From these figures it follows that great concentration of population is not favorable to stock-raising.

In Class II of Section A in 1820 the number of horses per 1000 inhabitants was 272, the number of cattle 1051, and the number of sheep 1672; in 1825 the number of horses was 299, of cattle 1043, and of sheep 2231; in 1835 the number of horses was 314, of cattle 1079, and of sheep 2845. The number of horses and sheep increased greatly throughout the entire period considered while the number of cattle remained nearly stationary. In Class II of Section B in 1820 the number of horses was 262, of cattle 941, and of sheep 1815; in 1825 the number of horses was 308, of cattle 1106 and of sheep 2831; in 1835 the number of horses was 322, of cattle 1234 and of sheep 2563. The increase in the number of horses and cattle continued throughout the period and the number of sheep increased during the five years ending in 1825 but decreased during the following decade. On the whole this region advanced throughout the entire period in stockraising. In Class II of Section C in 1820, the number of horses was 176, of cattle 913 and of sheep 1923;





in 1825 the number of horses was 218, of cattle 1116 and of sheep 2758; in 1835 the number of horses was 373, of cattle 736, and of sheep 2178. During the five years ending in 1825 there was a great increase of all live stock but during the following decade there was a falling off in the number of cattle and sheep and an increase in the number of horses per 1000 inhabitants. The number of horses per 1000 inhabitants increased throughout the entire period in this class of the three sections. Section C began the period with the least number of horses and ended in 1835 with the greatest number. There was an increase in the number of cattle in sections A and B but a decrease in Section C during the decade ending in 1835. Section C began the period with the least number of cattle and ended it with the least. Section B began the period second in the number of cattle and ended with the greatest number. Section A began with the least number of sheep and ended with the greatest, Section C began with the greatest number of sheep and ended with the least.

In Class III of Section A in 1820 the number of horses per 1000 inhabitants was 223, of cattle 1031, of sheep, 1740; in 1825 the number of horses was 263, of cattle 1270, and of sheep 3002; in 1835 the number of horses was 275, of cattle 1299, and of sheep 3355. Throughout the entire period all live stock increased very rapidly. In Class III of Section B in 1820 the number of horses was 172, of cattle 981 and of sheep 1804;



in 1825 the number of horses was 230, of cattle 1016, and of sheep 2494; in 1835 the number of horses was 283, of cattle 1080, and of sheep 2938. In this class and section there was also a very rapid increase in all kinds of stock raising. In Class III of Section C in 1820 the number of horses was 204, of cattle 1178, and of sheep 2213; in 1825 the number of horses was 329, of cattle 1557, and of sheep 2638; in 1835 the number of horses was 274, of cattle 1006 and of sheep 2667. During the five years ending in 1825 there was an increase in all kinds of live stock, but in the following decade live stock decreased greatly.

In comparing the various classes in each section with each other we find that Class II of Section A stood first in the number of horses throughout the period; Class III was second throughout the period and Class I was third. Class III was second in the number of cattle at the beginning of the period and first at the end; Class II was second throughout the period and Class I was last. Class III was first in the number of sheep throughout the period, Class II was second and Class I was last. These figures indicate that of this section the inhabitants of Class III were occupied mostly in stock raising, and raised most cattle and sheep in proportion to the population; Class II was also an active stock raising region, and raised the most horses and was second in the raising of cattle in proportion to the population. Class I was the least engaged in this occupation.



In Section B, Class II was first in raising horses throughout the period, Class III was third at the beginning of the period and second at the end; Class I was second at the beginning and third at the end. In the number of cattle, Class II was second at the beginning of the period and first at its close; Class III was first at the beginning and second at its close, and Class I was second at the beginning of the period and third at its close. In the number of sheep Class III was second at the beginning of the period and first at its close; Class II was first at the beginning and second at its close; Class I was last throughout the period. Classes II and III were essentially stockraising regions, Class II raised the greatest number of horses and cattle and Class III the greatest number of sheep.

In Section C, Class II was second in raising horses at the beginning of the period and first at its close; Class III was first at the beginning and second at the close; Class I was last throughout the period. Class III was first in the number of cattle throughout the period, Class I was third at the beginning of the period and second at its close; Class II was second at the beginning and third at the close. Class III was first in the number of sheep throughout the period, Class II was second, and Class I was third. In Section C Classes II and III raised the most stock in proportion to the population, Class III raising the most sheep and Class II the most horses. Class I was also a stockraising



region to a considerable degree. It raised the greatest number of cattle.

#### Summary.

During this entire period classes II and III raised more stock in proportion to their population than did Class I. At the beginning of the period in 1820, Class II in Sections A and B and Class III in Section C raised the greatest number of horses. Class III in sections B and C and Class II in section A raised the greatest number of cattle; Class III of Sections A and C and Class II of Section B raised the greatest number of sheep. At the close of the period in 1835, Class II in all three sections raised the greatest number of horses, Class III in Sections A and C and Class II in Section B raised the greatest number of cattle. Class III in all the sections raised the greatest number of sheep. It is thus clearly seen that the area of the least concentration of population was the region in which stock-raising was most extensively carried on. By this it is not meant that there is a smaller amount of stock raised in a given area, where the population is dense than in a sparsely settled region, but that there is a smaller proportion raised to the population.





## Aliens and Foreigners.

It is important to know something of the origin of this vast population which had been and was still drifting into New York state. The earliest records are those of the state census of 1835 in which the alien and citizen population is given. For the purpose of making a comparison and determining the growth of this class of population the in 1845 aliens in the state are also considered here, although this date is five years beyond the period which this thesis covers and really belongs to the period of the joint influence of the Erie canal and the railroad. The following table contains the percent of the population which was alien in the years 1835 and 1845 and also the percent of alien population in the largest cities along the canal during the same years. See next page.

In Class I of Section A in 1835, 3.3% of the total population was alien, in Class II only 1.1% and in class III 1.5%. In class I of Section B 5.1% was alien, in Class II 2.5% and in class III 1.5%. In Class I of section C 4.9% was alien, in Class II 1.9% and in Class III 1.4%. At the end of the next decade the alien population had increased in all classes and sections with the exception of Class II of Section B; the greatest increase being in Class I. In 1845 in Class I of Section A the alien population was 4.7%, in Class II 1.6%, and in Class III 2.2%. In Class I of Section B the alien population was 7%, in Class II 2.4%,



## Percent of Population Aliens.

	1835	1845
Section A		
Class I	3.3%	4.7%
Class II	1.1%	1.6%
Class I II	2.8%	4.1%
Class III	1.5%	2.2%
Section B		
Class I	5.1%	7.0%
Class II	2.5%	2.4%
Class I II	4.1%	5.5%
Class III	1.5%	1.7%
Section C		
Class I	4.9%	7.0%
Class II	1.9%	3.4%
Class I II	3.9%	6.0%
Class III	1.4%	1.8%
Cities		
Albany	8.5%	13.9%
Buffalo	17.4%	16.%
Rochester	8.7%	15.7%
Utica	10.6%	15.6%

and in Class III 1.7%. In Class I of Section C it was 7%, in Class II 3.4% and in Class III 1.8%.

The alien population was greatest and increased most rapidly along the course of the Erie canal and the Hudson.



in Class I. We thus see that where the population was densest and increased with the greatest rapidity the alien population was more numerous and increased more rapidly than the native born. A glance at the alien population of the principal cities along the canal indicates this fact still more clearly. In 1835 the alien population of the city of Albany was 8.5% of the total and in Utica it was 10.6%, while in Class I of Section B, in which these two cities are situated, it was only 5.1%. In 1845 the alien population in Albany was 13.9% of the total and in Utica it was 14.6%, while in Class I of Section B it was only 7%. In 1835 the alien population of Buffalo was 17.4% and in Rochester it was 8.7%, while in Class I of Section C in which these two cities are situated, it was only 4.9%. In 1845 the alien population of Buffalo was 16% and of Rochester 15.7%, while in Class I of Section C, it was only 7%.

These statistics indicate conclusively that the aliens were massed in the region of concentrated and rapidly increasing population and particularly in large cities. Why they were massed here will be considered in the following discussion of the foreign born population.

The following table contains the percent<sup>age</sup> of the total foreign born population and also that of the countries supplying the greatest number in the state. The percent<sup>age</sup> of the population born in New England is also considered because it constituted a large part of the population of New York.



It has been necessary to use the state census of 1845 because no other statistics of the state giving the foreign population are available.

Percent of Different Classes of Population 1845.

	Total Foreign	New Eng.	Great Britain	France	Germany
-----					
Section A					
Class I	12.2%	4.1%	10.9%	.14%	.94%
Class II	4.3	2.7	3.4	.03	.57
Class I II	10.6	3.8	9.5	.12	.87
Class III	5.4	5.2	4.6	.05	.40
Section B					
Class I	16.7	5.7	14.3	.33	17.5
Class II	6.9	9.7	6.3	.08	3.2
Class I II	13.5	7.0	11.7	.25	12.8
Class III	5.4	10.1	4.8	.18	.2
Section C					
Class I	16.1	10.1	11.7	.75	4.0
Class II	6.7	10.3	5.2	.24	1.1
Class I II	13.4	10.5	9.4	.61	3.2
Class III	4.6	11.7	3.3	.29	.7
Cities					
Albany	53.9	5.1	25.9	.22	2.7
Utica	29.	7.8	24.8	.86	3.2
Buffalo	39.9	9.3	19.7	2.34	17.4
Rochester	29.2	9.6	23.0	.58	5.2
-----					

The total foreign born population in Class I of Section A in 1845 was 12.2%, in Class II 4.3%, and in Class III 5.4%; in Class I of Section B 16.7%, in Class II





6.9% and in Class III 5.4%; in Class I of Section C it was 16.1%, in Class II 6.7% and in Class III 4.6%. We find here about the same conditions that we found in the alien population. This massing of those of foreign birth in the region of concentrated population is greatly emphasized in the large cities. In Albany 53.9% of the population was of foreign birth and in Utica 29%, while in Class I of Section B which contains these cities, only 18.7% was foreign born. In Buffalo 39.9% was of foreign birth and in Rochester 27.2%, while in Class I of Section C in which they are situated only 18.1% was of foreign birth.

Turning to those born in Great Britain and her dependencies which nation furnished a larger part of the foreign born in New York, we find that in Class I of Section A 10.9% was born in Great Britain and her dependencies, in Class II 3.4% and in Class III 4.6%. In Class I of Section B 14.3%, in Class II 6.3%, and in Class III 4.8%; in Class I of Section C 11.7%, in Class II 5.2%, and in Class III 3.3%. The four large cities in Class I along the Erie canal contained a very large percent of those born in Great Britain and her dependencies. In Albany 25.9%, and in Utica 24.8%, while in Class I of Section B in which these two cities are situated only 14.3% were born in Great Britain and her dependencies. In Buffalo 19.7% had a similar origin and in Rochester 23.0% while in Class I of Section C only 11.7% were of this origin. Thus it is clearly shown that those born



in Great Britain and her dependencies were massed in the region of concentrated population and especially in large cities.\*

Germany stood second in the number of emigrants supplied to the state of New York during this period. In Class I of Section A .94% was born in Germany, in Class II .54%, and in Class III .40%; in Class I of Section B 17.5%, in Class II 3.2%, and in Class III .2%; in Class I of Section C 4.0%, in Class II 1.1% and in Class III .7%. It is evident that those of German birth were massed in the area of concentrated population; but not to such a degree as were those of British birth, nor is it so evident that they were massed in large cities. In Albany 2.7% of the population was of German birth, and in Utica 3.2% while in Class I of Section B in which these two cities are situated 17.5% were of German birth. In this section the Germans were massed in the area of concentrated population but they were not massed in the large cities. In Buffalo 17.4% were of German birth and in Rochester 5.7%, while in Class I of Section

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 \*Just what part of Great Britain and her dependencies furnished the greater part of this foreign born population cannot be determined. From Bromwell's History of Immigration during this period from 1820 to 1845 it appears that of those emigrants coming to the United States from Great Britain and her dependencies the larger part came from Ireland,-- England and British America being respectively second and third. From this it appears reasonable to suppose that many of the foreign born in New York state from Great Britain and her dependencies may have been Irish; but this cannot be stated as an absolute certainty.



C only 4.0% were born in Germany. In this section the Germans were not only massed in the region of concentrated population but they were also massed in the largest cities.

The concentration of the people of French birth in the region of dense population is not as marked as it is for those born in Germany. In Class I of Section A .14% were of French birth, in Class II .03%, and in Class III .05%; in Class I of Section B .33%, in Class II .08%, and in Class III .18%; in Class I of Section C .75%, in Class II .24%, and in Class III .29%. The greater number of the population of French birth along the Erie canal is shown quite distinctly, although the proportion is not so great as that of the German. This population of French birth, however, did not form any considerable part of the population of large cities. In Albany .23% was of French birth and in Utica .86%, while in Class I of Section B in which these two cities are situated .33% was born in France. In Buffalo 2.34% was born in France and in Rochester .58, while in Class I of Section C in which these two cities are situated, .75% was born in France. There is distinctly shown a larger percent of those of French birth in the region of concentrated population but there is a smaller percent in the largest cities of this region than in the entire region.

Richmond M. Smith in his Emigration and Immigration states that persons of foreign birth in the United States seem to seek the large cities, in 1880 more than 34% were



found therein. Irish stay largely in city or factory towns; Germans to a certain extent stay in large cities; unskilled laborers seek large cities where they may be employed in the rougher parts of the building trades, or the factory town where they can soon learn to manipulate simple machines. \* Although the above was written to apply to a recent date, the figures considered show that it also applied to the period between 1820 and 1845.

We have no definite means of knowing the character of this foreign population in New York state, but a view of the foreign immigrants arriving in New York City and the United States at this period may give us an inkling of the character of those settling in the state. Of the foreign emigrants arriving in New York City during the period between 1819 and 1845 of those whose sex was given, 65% were males. Of the total number of immigrants arriving in the United States during this period, the larger part were between the ages of 20 and 40, with those between the ages of 20 and 30 predominating. During the early part of the period, very few children arrived but toward the end of the period the number of children increased. The occupation of the larger number of these immigrants was as follows:

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\* Smith, R. M., Emigration and Immigration, 1890, 70-72.





## Occupation of Immigrants to the United States(1)

Occupations	1820	1825	1830	1835	1840	1845
Not stated	6499	6566	19020	28466	47212	64815
Merchants	933	1841	1427	3875	5311	5049
Farmers	873	1647	1424	6117	18476	19340
Mariners	336	527	311	727	795	462
Mechanics	269	376	742	4776	9474	9836
Laborers	384	650	720	2897	9640	16552

Notice, that of those occupations definitely stated, at the beginning of the period, merchants and farmers predominate, and at the end of the period, farmers, laborers and mechanics predominate. Niles Register of June 8, 1833, states: "Many of the emigrants who are coming from Germany are of the best, or productive classes - and a large number of them have some money to begin a new life with, in America. Others who are mere day laborers may find abundant employment on the railroads and canals that are making, in several of the states. In general, they are patient and industrious and exceedingly economical." (2) Of later arrivals of emigrants reports were not so favorable. Niles Register of 1835 states in regard to 14674 emigrants arrived at New York City from January 1 to July 1: "Of the late arrivals, we are informed by undoubted authority, that a greater portion

1) Bromwell, W.J., History of Immigration to the U.S., NY. 1856

2) Niles Register, (June 1833) Vol. 44, 233.



of the emigrants were destitute, and required assistance almost upon landing." (1)

It is thus clearly seen that if New York State received her just share of all the classes of emigrants arriving in the United States during this period, she would have added to her population, a strong, useful and able-bodied class of men who would aid her greatly in her development.

Why this region of concentrated population, the towns along the Erie canal, should contain such a large part of the foreign element is probably due to numerous causes. This was a region of great activity and growth; a place where there was room for unskilled as well as skilled labor of all kinds; it was along a direct route of transportation and travel to the great and growing west and a foreigner knowing nothing about the country and having no definite destination would stop along the route wherever he could make a living. Although chance may have largely determined the location of the foreigners in this new country, his old environment was also an important factor in determining his place of settlement. He came from an old and well settled region in Europe where the population was concentrated and the country often overcrowded and in coming to America he would tend to seek a region of somewhat similar characteristics. He found these conditions with the exception of an overcrowded population in the densely settled country immed-

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1) Miles Register, vol. 48, 380. Taken from the New York Star



ately along the Erie canal and the Hudson.

In turning to the New Englander in New York we find a people of an entirely different education and character from that of the foreigner. This is seen most strikingly in the choice of their location. They were shrewd, frugal and hardworking farmers who left their New England homes because they failed to supply their wants. In seeking a new home in the west they naturally followed their old occupation and for this reason we find the larger part of them in the rural region. In Class I of Section A 4.1% was of New England birth, in Class II 2.7%, and in Class III 5.2%; in Class I of Section B 5.7%, in Class II 9.7%, and in Class III 10.1%; in Class I of Section C 10.1%, in Class II 10.3% and in Class III 11.7%. The New Englander also tended to shun the large cities. In Albany 5.1% was of New England birth, and in Utica 7.8%, while in Class I of Section B, in which these two cities were situated, 5.7% was of New England birth. In Buffalo 9.3% was of this origin and in Rochester 9.6% while in Class I of Section C 10.1 originated in New England.

The preceding discussion leads us to the conclusion that the foreigner was massed in the region of concentrated population and especially in the cities and as the concentration of population diminished, the percent of foreigners decreased. In other words, along the Erie canal lay the larger part of the foreign population. Of this foreign population in New



York State the larger percent was born in Great Britain and her dependencies, and this class was chiefly found where the population was thickest. The New Englander constituted a larger part of those born in other states of the Union and they were found chiefly in the rural regions.









campaign against the accusations of the Anti-Masons.

Before considering the vote of the election, it is necessary to take a hasty view of the social and economic conditions of the state at that time. Morgan had disappeared in western New York four years before and this had caused a great local opposition to the Masons which had spread throughout the state and even into neighboring states. The internal improvement movement had assumed stupendous proportions; the state had completed four canals within the last seven years; the Champlain in 1823, the Erie in 1825, the Oswego in 1828, and the Cayuga and Seneca in 1829. And the people were clamoring for more. Just after the completion of the Erie canal in 1825, petitions for other canals had poured in from almost every county in the west. \* Thus it can be safely said that the entire western part of the state was in favor of internal improvements at public expense.

Now considering the vote, we find that Section A gave a large majority to Mr. Throop, the Republican candidate. In Section B he also received a majority but not as great as in Section A. In this Section an important fact is noticeable, Classes II and III gave a smaller majority to Mr. Throop than Class I. These two classes having no canals thus expressed their desire for some means of communication. Section C

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\* The following counties sent petitions to the Legislature: Tioga, Steuben, Yates, Ontario, Wayne, Cayuga, Seneca, Tompkins, Chenango, Broome, Madison, Oneida, Onondaga, Herkimer, Lewis, Jefferson, and Chautauque. Laws of the state of N.Y., relative to Erie and Champlain Canals, 1825, I, 279-81.



cast a large majority in favor of Mr. Granger, the National Republican candidate. The result in Section C was just what we should expect. Class III of this section which was in most need of some means of communication voted a much larger majority in favor of Mr. Granger than Classes I and II. The cities, however, gave a majority to Mr. Throop, Utica casting a larger and Albany a smaller majority than the class in which they are situated. Buffalo also cast a majority in favor of Mr. Throop, although the class in which it is situated cast a majority in favor of Mr. Granger. (See table).

Thus it is clearly shown that the people largely voted for the respective candidates because they stood for economic principles which were of direct interest to them.\* The most densely populated east determined the election and Mr. Throop, the Republican candidate, was elected by a vote of 128,842. Mr. Granger received 120,261 votes, mostly <sup>72/</sup> from the west and rural regions which were demanding internal improvements, while Mr. Williams, the candidate of the dissatisfied Working Men's party received 2,132 votes. §

\* This fact is supported by Mr. Jenkins in his Political History of N.Y. He says: "Mr. Granger received a very heavy vote in the sixth and eighth districts; and it is probable his friends had confidently expected that the Chenango canal interests would secure his election—" "The sixth Senatorial district to which the feeling in favor of the Chenango canal was mainly confined, gave Mr. Granger more than 2000 majority. Notwithstanding it had given 6000 the other way in 1829." The majority for Mr. Granger in the eighth district was nearly 13000.

§ Jenkins, Political History of N.Y., 372.



## Election of 1830.

## Percents of Vote.

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	Throop	Granger
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## Section A

Class I	60%	40%
Class II	62	38
Class I II	60	40
Class III	60	40

## Section B

Class I	58	42
Class II	54	46
Class I II	57	43
Class III	55	45

## Section C

Class I	44	56
Class II	44	56
Class I II	44	56
Class III	39	61

## Cities

Albany	54	46
Buffalo	52-	48+
Rochester		
Utica	60+	40 -

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In the presidential election of 1840, strictly





economic principles were not prominent. The Whig National convention met at Harrisburg, Pa., Dec. 4, 1839 and nominated Wm. H. Harrison of Ohio and John Tyler of Virginia for President and Vice-President respectively. They conducted the campaign with unbounded enthusiasm, attacking Van Buren and his financial policy with great energy. Although they adopted no platform, they favored loose construction, the American system of protective tariff and internal improvement by the National Government.

The Democratic national convention met at Baltimore, May 5, 1840, and adopted a strict constructionist platform, denying the power of Congress to carry on internal improvements,\* to protect manufactures, to charter a National Bank, or to interfere with slavery in the states. It unanimously renominated President Van Buren, but left nominations for the Vice-Presidency to be made by the various states. The simultaneous appearance of the "Panic of 1837" and Van Buren in the Presidential chair produced the belief in the popular mind that he was the cause of that unfortunate financial distress. The vote in New York is likely to indicate the two following facts: where the financial distress was greatest and the region most favorable to internal improvements. Van Buren carried Section A, with the largest majority in Class III. Recalling that this was a rural region, very stable in its population and valuation,

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\* Holland, W.H., Life and Political Opinions of Van Buren. Attitude toward internal improvements, 269-274.



we see that it would be least affected by financial distress. Classes I and II of Section B were also carried by Van Buren, but the rural region, Class III, was carried by Harrison. Section C was also carried by Harrison, with the largest majority in Class III. The large cities also gave a majority to Harrison and although Albany and Utica are situated in a class which cast a larger vote for Van Buren they gave a majority to Harrison; and even Buffalo gave a greater percent of its vote to Harrison than the class in which it is situated. The large majority in Class III of Section C may be accounted for by the enthusiasm for internal improvements in this region and the majority in the cities by their opposition to Van Buren because of the great distress they were subject to during the Panic of 1837.

We find the state issues and results of the election somewhat similar to those of the national election in the state. The Whigs nominated Gov. W. H. Seward and the Democrats nominated Mr. Bouck. The Whigs advocated internal improvements upon a large scale, while the Democrats advocated retrenchment in this work. The Albany Argus of Sept. 25, 1840 states of Mr. Seward, the Whig nominee for Governor: "Departing from the democratic policy of enlarging the Erie canal by means of its revenues only, he has urged upon the legislature, its 'more speedy' enlargement, at all hazards, and the creation of a debt for that purpose— a debt which alone will absorb all our revenues, leaving the principal to be paid by direct taxation—"



"He has recommended that state work be undertaken, the cost of which will involve the people in debt of at least \$40,000, 000." "In addition he has urged upon the legislature loans to corporations,\* of the credit of the state to an indefinite amount,— for almost every mad scheme speculators might suggest."†

Summing up the most important internal improvement works for which Mr. Seward advocated state aid, we have, the enlargement of the Erie canal\*\*; the Black River canal in the counties of Oneida and Lewis and joining the Black River with the Erie canal, the Genesee Valley canal in the counties of Broome, Chautauque, Madison, and Oneida joining the Chenango river with the Erie canal (The two canals last mentioned would unite Lake Ontario with the Susquehanna River). and the Hudson and Erie Railroad previously mentioned. Turning to the results of the election we find that Section A gave a large majority to Mr. Bouck with the greatest percent of the vote in Class I, and the least in Class III; Classes I and II of Section B also cast a majority for Mr. Bouck, but

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\* This probably a reference to such loans as were authorized to be made to the New York and Erie Railroad. The New York and Erie Railroad was incorporated in 1832 and in 1836 the legislature authorized a loan of the credit of the state to the company for the amount of \$3,000,000 subject to certain restrictions some of which were that the route of the road should be through the Southern tier of counties in the state, 1/4 was to be completed in 10 years, 1/2 in 15 years, and the whole of it in 20 years. The road was to begin at Tappan, Rockland Co., on the Hudson, pass through Goshen, Oswego, Elmira, and other towns and end at Dunkirk on Lake Erie. Tanner — Canals and Railroads of the United States, 1840, 74.

\*\* Lossing, Empire State, 493.



Class III and all of Section C gave a majority to Mr. Seward. Class III of the last mentioned section gave the largest percent and Class II the next to the largest percent of the vote to Mr. Seward. Recalling that the Hudson and Erie Railroad was to pass through the entire length of the southern part of Class III of Section C and also through Class III of Section A, we see the cause of the increased vote above the neighboring classes for Mr. Seward. (See Table.) The conclusion to be drawn from the above fact that the rural region which was most desirous of obtaining some means of communication had cast the larger percent for Mr. Seward who supported an extensive system of internal improvement, is that economic conditions largely determined the vote.





## Election of 1840.

## Percents of Vote.

Candidates for Governor		For President	
Seward	Bouck	Harrison	Van Buren

## Section A

Class I	44%	56%	47%	53%
Class II	47	53	47	53
Class I II	48	52	47	53
Class III	46	54	46	54

## Section B

Class I	47	53	49	51
Class II	48	52	47	53
Class I II	48	52	49	51
Class III	50+	50-	51	49

## Section C

Class I	53	47	53	47
Class II	54	46	52	48
Class I II	53	47	52	48
Class III	55	45	56	44

## Cities

Albany	54	46	55	45
Buffalo	55+	45-	56	44
Rochester	55	45		
Utica	52	48	52	48



## CONCLUSION.

( In conclusion it may be stated that the Erie canal was a great stimulus to the growth of population and the increase in valuation of property along the entire waterway of the Hudson and Erie Canal. The greatest activity, however, was felt west of the head waters of the Mohawk along the canal proper. This concentration of population tended to turn the attention of the people away from rural pursuits and resulted in their congregation in cities where they developed a commercial life. Along this line of dense population the immigrating foreign element gathered in large numbers while the New England settlers confined themselves to the rural regions. The political effect of the canal was to produce a great enthusiasm for internal improvements which was the main political issue in the state during the following years. The western part of the state and rural regions at a distance from the canal clamored for further improvements which would benefit them and accordingly cast a majority of their votes for the candidates who stood for an extensive internal improvement system while the east opposed them. It should also be mentioned that in each section with the exception of Section A in the election of 1830 and the President's election of 1840, the region with the largest number of foreigners cast a greater percent of its vote for the conservative candidate than the region containing the greatest number of New Englanders. Thus it is clearly



seen that political life is largely influenced by economic conditions and the character of the people. )



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## APPENDIX A.

## The towns included in Class I.

## Section A.

Columbia County	Orange County	Rockland County
1 Clermont	1 Cornwall	1 Clarkstown
2 Germantown	2 Newburg	2 Haverstraw
3 Ghent		3 Orangetown
4 Hudson		
5 Kinderhook		
6 Livingston		
7 Stockport		
8 Stuyvesant		
Dutchess County	Putnam County	Ulster County
1 Fishkill	1 Philipstown	1 Esopus
2 Hyde Park		2 Kingston
3 Poughkeepsie		3 Marlborough
4 Red Hook		4 New Platz
5 Rhynebeck		5 Saugerties
Greene County	Rensselaer County	Westchester County
1 Athens	1 Greenbush	1 Courtland
2 Catskill	2 Lansingburgh	2 Green bush
3 Coxsackie	3 Schodack	3 Mt. Pleasant
4 New Baltimore	4 Troy	4 Yonkers



## Section B

Albany County	Montgomery County	Saratoga County
1 Albany	1 Amsterdam	1 Clifton Park
2 Bethlehem	2 Canajoharie	2 Halfmoon
3 Coeymans	3 Charlestown	3 Waterford
4 New Scotland	4 Ephrata	
5 Watervliet	5 Florida	
	6 Glen	
	7 Minden	
	8 Palatine	
	9 Poot	
Herkimer County	Oneida County	Schenectady County
1 Danube	1 Deerfield	1 Glenville
2 Fairfield	2 Floyd	2 Miskayuna
3 Frankfort	3 Marcy	3 Rotterdam
4 German Flats	4 New Hartford	4 Schenectady
5 Herkimer	5 Rome	
6 Little Falls	6 Utica City	
7 Manheim	7 Verona	
8 Schuyler	8 Whitestown	
9 Stark		



## Section C.

Cayuga County

- 1 Brutus
- 2 Mentz
- 3 Sennett

Erie County

- 1 Amherst
- 2 Buffalo

Madison County

- 1 Lenox
- 2 Sullivan

Monroe County

- 1 Brighton
- 2 Clarkson
- 3 Gates
- 4 Greece
- 5 Ogden
- 6 Perrington
- 7 Pittsford
- 8 Rochester City
- 9 Sweden

Niagara County

- 1 Cambria
- 2 Hartland
- 3 Lockport
- 4 New Fane
- 5 Niagara
- 6 Pendleton
- 7 Royalton

- 8 Somerset
- 9 Wilson

Onondaga County

- 1 Camillus
- 2 De Witt
- 3 Elbridge
- 4 La Fayette
- 5 Manlius
- 6 Onondaga
- 7 Pompey
- 8 Van Buren
- 9 Salina

Orleans County

- 1 Barre
- 2 Carlton
- 3 Gaines
- 4 Murray

- 5 Ridgway
- 6 Yates

Seneca County

- 1 Junius
- 2 Seneca Falls
- 3 Tyre

- 4 Waterloo

Wayne County

- 1 Arcadia
- 2 Golen
- 3 Lyons
- 4 Macedon
- 5 Palmyra
- 6 Savanah





## The towns included in Class II.

## Section A.

Columbia County	Orange County	Ulster County
1 Claverrock	1 Monroe	1 Platteskill
2 Copake	Rensselaer County	Westchester County
3 Taghkonie	1 Brunswick	1 Harrison
Dutchess County	2 Sand Lake	2 New Castle
1 Clinton	3 Schaghticoke	3 North Castle
2 La Grange	Rockland County	4 Scardale
3 Milan	1 Ramapo	5 White Plains
4 Pleasant Valley		6 Yorktown.

## Section B.

Albany County	Oneida County	Saratoga County
1 Guilderland	1 Annsville	1 Ballstown
2 Knox	2 Camden	2 Charlton
Herkimer County	3 Florence	3 Galway
1 Columbia	4 Kirkland	4 Malta
2 Litchfield	5 Lee	5 Stillwater
3 New Port	6 Marshall	Schenectady County
4 Warren	7 Paris	1 Duaneburgh
5 Winfield	8 Trenton	2 Princetown
Montgomery County	9 Vernon	Schoharie County
1 Bleeker	10 Vienna	1 Carlisle
2 Broad Albin	11 Weston	2 Sharon
3 Johnstown	12 Westmoreland	
4 Oppenheim		



## Section C.

## Cayuga County

1 Auburn

2 Aurelius

3 Conquest

4 Cato

5 Fleming

6 Ledyard

7 Scipio

8 Springport

9 Venice

## Erie County

1 Clarence

2 Alden

3 Lancaster

4 Erie

## Genesee County

1 Alabama

2 Bergen

3 Barien

4 Pembroke

## Madison County

1 Cazenovia

2 Penner

3 Smithfield

## Monroe County

1 Chili

2 Henrietta

3 Mendon

4 Parma

5 Penfield

6 Riga

## Onondaga County

1 Cicero

2 Clay

3 Lyndander

4 Marcellus

5 Skaneateles

## Ontario County

1 Phelps

2 Victor

## Orleans County

1 Clarendon

2 Shelby

## Wayne County

~~1 Huron~~

2 Ontario

3 Walworth



## APPENDIX B.

## Population per square mile.

	1820	1825	1830	1835	1840
Section A					
Class I	76.7	79.9	93.9	111.2	112.3
Class II	52.6	54.1	56.3	55.8	60.2
Class I II	68.4	71.0	80.9	92.1	94.3
Class III	31.1	31.7	35.1	33.5	39.6
Section B					
Class I	68.0	74.0	93.1	103.4	119.6
Class II	50.7	53.0	56.2	58.3	61.6
Class I II	59.2	63.3	74.3	80.4	90.0
Class III	24.5	26.9	26.9	31.6	29.6
Section C					
Class I	33.1	54.0	59.7	85.5	99.8
Class II	48.2	54.2	63.4	69.7	70.9
Class I II	41.7	51.1	67.4	79.6	89.1
Class III	23.0	24.6	35.7	46.7	44.1



## APPENDIX C.

## Population of Cities.

	1814	1820	1825	1830	1835	1840
Albany	11,680	12,630	15,971	24,209	28,109	33,721
Auburn			2,982	4,486	5,368	5,626
Buffalo	1,060	2,095	5,141	8,668	19,715	18,213
Hudson		5,310	5,004	5,392	5,231	5,672
New York Cy	95,519	123,706	166,086	202,589	270,089	312,710
Poughkeepsie	5,673	5,726	5,935	7,222	8,529	10,006
Rochester		1,972*	4,375*	9,207	14,404	20,191
Syracuse§	1,241	1,814	3,833	6,929	7,793	11,013
Schenectady		3,939	4,068	4,268	6,272	6,784
Troy	4,841	5,264	7,859	11,556	16,959	19,334
Utica	2,861 <sup>1/2</sup>	2,972	5,040	8,323	10,183	12,782

\* Town of Brighton included.

§ Town of Salina included.

<sup>1/2</sup> Population in 1816.





Approved, June 1, 1900  
Frederick J. Turner  
O. J. Libby  
~~W. H. P. P. P.~~

Recommended for special honors.

Committee { Mrs. A. Scott  
Victor Coffin  
B. A. Meyer



1910



1910



[REDACTED]

**Date Due**[illegible]

**Demco 293-5**